

FAREHAM

BOROUGH COUNCIL

Report to the Executive Member for Public Protection for Decision

Portfolio:	Public Protection
Subject:	Traffic Regulation Order - Proposed Waiting Restrictions - Arundel Drive area, Fareham
Report of:	Director of Regulatory and Democratic Services
Strategy/Policy:	
Corporate Objective:	A safe and healthy place to live and work

Purpose:

To inform the Executive Member of the outcome of the statutory advertisement of a proposal to introduce waiting restrictions and to obtain authorisation to implement a Traffic Regulation Order.

Executive summary:

This report addresses concerns in respect of parking in the Arundel Drive area. Following consultations it is proposed to introduce waiting restrictions to overcome the concerns expressed. Loading restrictions have also been proposed, but following objections, and also changes to loading operations at the nearby shops, it is proposed that the loading restrictions need not be introduced at this stage.

Recommendation:

That the waiting restrictions as shown at Appendix C are introduced. The loading restrictions as advertised should not be introduced, but the location will be monitored, and reviewed in due course if necessary.

Reason:

To improve road safety and to reduce the risk of obstructions.

Cost of Proposals:

The cost of the proposal will be met from the Traffic Management budget.

Risk Assessment:

There are no identified risks associated with this proposal.

Appendices Appendix A : Proposals as advertised
Appendix B : Responses to consultation
Appendix C : Revised proposals

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Executive Briefing Paper

Date: 17 September 2013

Subject: Traffic Regulation Order - Proposed Waiting Restrictions - Arundel Drive area, Fareham

Briefing by: Director of Regulatory and Democratic Services

Portfolio: Public Protection

Supporting Information

Background

1. Arundel Drive runs from the western side of the town near to Fareham railway station, in a northerly direction to the housing estate area which is served by Miller Drive. Close to Miller Drive it passes a parade of shops, the largest of which is the Co-op, and a lay-by exists outside these shops.
2. Complaints have been received in respect of vehicles parking for long periods of time in this lay-by, which serves to remove a useful short term facility for members of the public visiting the shops. This is exacerbated when deliveries arrive to service the shops, in particular the Co-op itself as the vehicles involved cause obstructions of the road.
3. Proposals have been drawn up to address the various problems experienced. These include :
 - Provision of restrictions outside the shops which are located behind the lay-by which limit waiting to a maximum of two hours. This will provide a better turnover of parking and effectively provide more parking spaces;
 - Prohibition of daytime loading on the eastern side of Arundel Drive (where the shops are) except in the lay-by;
 - Protection of junction areas in the vicinity with a prohibition of waiting

Consultations

4. The Ward Councillors, County Councillor and Police were consulted on these proposals and all expressed their support.
5. The Statutory Consultees were consulted and no objections were received.

Representations

6. A letter was sent In July 2013 to all frontagers along the section of road where waiting restrictions are proposed. The proposals were publicly advertised shortly after this.
7. The responses received are summarised in Appendix B, along with officer comments on these responses.
8. In summary 14 responses were received, five of which expressed support, one made some general comments, and eight expressed opposition to the proposals. There were various reasons for the objections, some of which are addressed in the responses at Appendix B, but the matter of inconvenience to local residents was the most prominent and this is addressed as follows.
9. The purpose of restricting loading in the vicinity of the shops was primarily due to concerns about loading in association with the shops, rather than to private houses. It is difficult to distinguish between private houses and commercial premises for loading in the context of restrictions, however discussions with the largest of the shops, the Co-op (which also had the largest and most frequent delivery vehicles) has resulted in them taking measures to provide for loading at their rear access since these proposals were commenced.
10. In order to preserve some parking for the private houses (and in recognition of their objections), it would therefore be appropriate to put the proposed loading restrictions on hold at this time, with a view to introducing them in the future should loading problems either remain or re-occur.
11. The proposed loading restrictions were accompanied by a proposed prohibition of waiting at all times, this may also now be more than is necessary in some locations, although a maximum waiting period would be useful in order to deter all day parking.
12. A comment was also received that some parking on the public highway is useful to prevent vehicles from travelling along the road too quickly, and also to discourage through traffic. This concurs with the stance that has previously been taken in similar situations along other roads.
13. It is therefore proposed that in view of the objections and also the changes to the loading at the shops, some lengths of the proposed prohibition of waiting at all times on the eastern side of Arundel Drive should be reduced to become "Waiting limited to a maximum of two hours, 8am-6pm, Mon-Sat".
14. These revised measures have been presented to the frontagers directly affected by the changes, none of whom were opposed to them. The revised proposals are shown at Appendix C.

Conclusion

15. It is recommended that the proposed waiting restrictions are implemented as advertised and detailed at Appendix C.